Management Plan

Please describe the details of your project to the extent known. Consult the guidance document for further information on regulatory requirements, rational for why the information is required, and how to find required information.

The scope and the timing for response will be provided. If information is requested and not received, it may result in the disallowance of the application.

Information on these topics may be required as part of the application processing and if further detail is necessary that is not part of the application and management plan received, you will be contacted and requested to provide additional information. In some circumstances, the use of a qualified professional to complete the plan may be required.

1.0 Background

1.1 Project Overview

Describe project for which authorization is requested, including construction and/or phased development details:

Please refer to IUA/Commercial Management Plan for details.

1.2 Investigative Work

If any preliminary investigative work has been carried out, with or without an investigative authorization, provide details on work completed, incomplete or on-going from previous term.

Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones

Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones
Preliminary Environmental Overview (EOA) Environmental Site Assessment (ESA)	Compile and review of all environmental studies previously done in and around the project area. Biophysical survey of the summit area, lift line, mid station and base area involving multiple site visits.	This work has been completed by the Company's environmental consultant, Sartori Environmental Inc. (SEI).	SEI concluded that if the recommendations specified within the EOA and ESA are implemented, the project presents no significant risk of causing adverse impacts to fish, wildlife or plants of management concern and no significant risk of causing adverse impacts to existing natural features, functions, habitat, and conditions that support fish, wildlife, and plant species within or near the Study Area. For more detailed information on both the EOA and ESA please refer to the Project Overview doc.
Site Suitability Analysis	Analysis of site suitability utilizing Google Earth, detailed mapping (LIDAR) and onsite investigations.	This work has been completed by the Company supported by a team of outside engineers and consultants including Ecosign Resort Planners, Dialog Design, Dopplemayr/Garaventa Group, Select Contracts, Cordilleran Geoscience, Braun Engineering, Wedler Engineering and North Construction.	The base, mid-station and summit areas all represent excellent sites to support the gondola and related infrastructure. It should be noted the original single gondola alignment had to be abandoned due to geotechnical issues. A revised dual gondola alignment avoids the area of geotechnical concern however the upper section of the gondola alignment penetrates the north eastern boundary of WHA 2-501. The Company is taking steps to mitigate any impacts the new alignment might have on the WHA. These steps are discussed below. For more detailed information on all investigations undertaken to date please refer to the Project Overview doc.
GeoHazard & GeoTechnical Assessment	Cordilleran Geoscience and Braun Engineering were retained to provide a preliminary geohazard and geotechnical assessment of the upslope hazards and rock slope stability of the study area with the potential to affect the proposed gondola and related infrastructure at Bridal Falls. Wedler Engineering was retained	Cordilleran and Wedler's investigative work is complete. Braun's work is still ongoing.	Historic debris flows from Interchange Creek present a threat to infrastructure in the base area however mitigation in the form of an engineered berm presents a viable solution to provide protection. FVRD is very aware of the geotechnical issues involved with our site and we are working with them to resolve these issues.

Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones
	to review the mitigation options for the protection of infrastructure at the gondola base.		For more detailed information on the investigations undertaken please refer to the Project Overview doc.
Civil Engineering Feasibility Study	Wedler Engineering was retained as the civil engineer for the project and, along with mgmt, oversaw all of the critical infrastructure investigations relating to potable water, fire protection, sanitary sewers, stormwater collection, drainage, electrical and communications. Providing utilities in this area will require special consideration. The steep slopes and large elevation changes create significant engineering constraints and challenges. Further civil designs will involve and incorporate recommendations and any remedial and works as required.	Civil engineering feasibility work is complete.	For more detailed information on the investigations undertaken please refer to the Project Overview doc.
Survey of Gray Property	A survey of the Gray Property was completed by Hagen Land Surveying Ltd. This property borders the Bridal Falls Golf Course to the Southwest. The lower portion of the gondola and utility line will be constructed on lands leased from the Gray Family.	Completed June 2020	For more detailed information on the investigations undertaken please refer to Survey Plan attached.
For additonal investigative work focused on the overall project please refer to the IUA/ Commercial Mgmt Plan.			

Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones

Add Row

1.4 First Nations Consultation

Describe any contact you may have had, including the name of the First Nation(s) and representatives contacted.

Refer to IUA/ Commercial Management Plan for details.

2.0 Location

2.1 Description

Provide a general description of the location of the project:

Refer to IUA/Commercial Management Plan for details.

2.2 Location Justification

Provide your reasons/justification of the need for this type of project at this location:

Refer to IUA/Commercial Management Plan for details.

2.3 Seasonal Expectations of Use

When will the Project require use of the land? Include information on key works during construction phases as well as operations phase. Please reference reduced risk fish windows as required by DFO:

Project Phase (Construction / Operations)	Brief Description of Activity / Works	Season
First Phase - Construction	Forestry and access road upgrades or construction will take place during the first phase of construction.	Fall 2022 - Summer 2023

Project Phase (Construction / Operations)	Brief Description of Activity / Works	Season

Add Row

3.0 Infrastructure and Improvements

3.1 Facilities and Infrastructure

Detail any new and existing facilities, infrastructure or processes proposed and any ancillary uses. Provide details of planned construction methods and materials, and construction scheduling.

Facility/Infrastructure/Process	Construction Methods/Materials	Construction Schedule
There are two road options to access the Mid Station from the Base Station. Option A is to construct a new access road within the subject area, roughly along the gondola line. Option B is to upgrade an existing private road just to the west through the "Kirkness Lands" with associated access easements. BFGC has recently met with the owner of the existing private road and are now in the process of working out an access agreement regarding its ongoing use for our project. Should an agreement be reached, which appears likely, we will not be constructing a new service road to Mid Station (Option A). There will however be a short section of the new road constructed from the terminus of the existing private road to the Mid Station. Both Option 1 and Option 2 will be two-way, all-weather roads built to a rural local standard. Roadway access Option 1. This routing, although designed to ultimately be constructed to "rural" secondary standards, in this phase the Intent Is to construct only to FSR standard for use as construction access, however all required utilities will be installed as per ultimate design and standards. Roadway access Option 2. As a potential routing mostly through private lands the Intent is to use the majority of the existing road grade alignment with the remaining 170m within crownlands to be constructed to the same standards and methodology as the previous phase. Again, at this stage the Intent Is to construct only to FSR standard for use as construction access, however all required utilities will be installed as per ultimate design and standards.	North Construction, a leader in civil infrastructure construction with over 30 years in the industry, has extensive experience working in mountainous and environmentally sensitive areas. North will employ industry standard construction methods applicable for this specific project in addition to their own innovative construction methods that have been developed over years of working on similar projects. North will develop a 'Work Procedure" document in advance of commencing any work on the ground. The Work Procedure will include the construction process, quality control, environmental and safety requirements specific to the task. Roadway has not yet been flagged however this will be done as the first step once a final roadway option has been determined and further progress re approvals has been made. Cut and fill is to be balanced within the project boundaries as much as possible in an effort to reduce the project's overall environmental impact. Topsoil will be salvaged and re-used in landscaped areas.	Fall 2022 - Summer 2023 The proponent will coordinate with FLNRO and FVRD on scheduling the construction works in conjunction with other users and stakeholders.

The construction process for either option would entail the following steps: • A detailed ground survey will be conducted, and design adjusted to reflect. • Full environmental plan in place before any ground disturbance, or work. Stormwater and runoff management plan also to be In place. • Restrict public access measures to be Installed, fencing, signage. • Nesting and danger tree assessment to be carried out prior to any works. • Environmental consultant/monitor oversite of all works. • Sediment control in place. • Selective tree removal of alignment and Identified danger trees. • Organic topsoil to be removed and salvaged for future use onsite. • Limited rock blasting and Hyd hammering anticipated. • Utility corridor (sanitary sewer, water, power and comm duct) to be within the roadway alignment constructed to "MMCD" specifications. Stormwater/ culverts installed as required, stormwater will be dissipated onsite. • 19mm road base/gravels will be placed on granular subbase to provide all weather running surface. • It Is anticipated that sporadic ongoing maintenance of surface and ditches will be required. For more information about roadways, including road specifications, please refer to the Project Overview and Wedler Engineering's Preliminary Servicing Plan.	Clearing width and cross-section details will be determined at the final design phase. Width will probably not exceed 15 meters. Ditching depth is expected to be 0.6m. It is unknown if rock blasting is required at this stage. This will be confirmed following completion of the roadway geotechnical investigation. Roadway will be gravelled. Road will be cut to fill onsite. Road structure material will be imported for sub-base and base. Source will be from onsite excess material or local quarries (most likely K&L Contracting - Cheam Reserve gravel pit). Volume of material is yet to be determined. Construction and materials will be compliant with FVRD and Master Municipal Construction Documents (MMCD) as applicable.	
The summit area is to be accessed via the Chipmunk Creek Forest Service Road for construction and maintenance works. The upper section of the road is decommissioned at approximately 6.4 km (turn off to Mt Cheam). The intention is to recommission the upper section of road to allow for construction and maintenance requirements. Additional upgrades are expected to be initiated by the proponent as approved by MOF to facilitate reasonable access. Surfacing, drainage, and cross-section upgrades will be required on some of the existing commissioned roads.	See above.	Fall 2022 - Summer 2023 The proponent will coordinate with FLNRO and FVRD on scheduling the construction works in conjunction with other users and stakeholders.

For more information about roadways, including road specifications, please refer to Wedler Engineering's Preliminary Servicing Plan.		

Add Field

3.2 Access

Identify existing and proposed roads used for access and their use by season. Include any proposed connections to public or Forest Service Roads; traffic information including volume of traffic during construction/operation and phase or season that the traffic is expected:

Roadway/Proposed Connection	Existing/Proposed	Existing Road Classification	Road Permittee Information and Road Use Agreements	Traffic Volume		Mitigation of Traffic Effects
				Construction Phase	Operations Phase	
Access - Mid Station The Mid Station will be accessed by an existing private road or a new forest service road to be built from the Base to Mid Station.	The intention is to upgrade the existing private road to allow for construction and ongoing maintenance requirements of the Mid Station facilities. This work would be done with the approval of FVRD and FLNRO per their current standards.	Private Road	A proposed plan, profile and cross sections will be submitted to FVRD and FLNRO as per their standard requirements. The road will remain a private road.	Current traffic volume is very minimal. Currently no public access.	Use of roads during operations phase will be minimal as regular staff, operations and user access would be via the gondola.	The proponent will coordinate with FVRD and FLNRO on scheduling the construction works.

Roadway/Proposed Connection	Existing/Proposed	Existing Road Classification	Road Permittee Information and Road Use Agreements	Traffic Volume		Mitigation of Traffic Effects
				Construction Phase	Operations Phase	

Add Field

3.3 Utility Requirements and Sources

Describe utility requirements and sources, include agreements in place or underway allowing access to utilities.

Hydro

The existing BC Hydro feed to the Base Station has been reviewed and preliminary investigations have indicated it is adequate to meet the needs of the proposed infrastructure. The summit station has no services. It is intended that BC Hydro and Telus service will be run from the base feed either via an underground line along the Bridal Falls Forest Service Road or along the gondola right-of-way and would continue underground once entering the site. The summit station is expected to include a private high voltage transformer and switch. Discussion is being initiated with BC Hydro in regards to issues relating to extending services to that location.

.

Communications

Telus and communication systems will be provided via a fiber optic cable strung overhead along the gondola towers. Once it has reached the stations, the communications cable will run underground. Mobile phone access is available at the summit station today. Efforts will be made to route 911 emergency calls from the area to the nearest emergency services in Chilliwack. Materials and construction to be compliant with MMCD, BC Hydro, Telus and Shaw standards.

Natural Gas & Propane

Natural gas service is available at the base but not available at the summit station. Tanked propane will be used for kitchen equipment and possibly heating requirements at the summit station which will be operated as a private system. Propane storage system will conform with CCME codes of practice as well as the BC Fire Code.
The summit station would be managed similar to Grouse Mountain, in that no refilling would be contemplated during winter months. Electric heat and generator for emergency backup will be installed for essential buildings.

3.4 Water Supply

Identify water requirements for construction and operation phases (e.g. surface water and/or groundwater), including sources, location, volume and a general description of infrastructure planned to meet water supply requirements, include any agreements outside of Water Act Authorizations identified above (Section I, Authorizations, Permits or Approvals), such as Municipal water supply.

Project Phase (Construction/ Operation)	Water Requirement (e.g. Surface water or ground water, etc)	Source/location	Volume	Infrastructure Description	Agreements
Construction		Base area needs would be supplied by the private water system that currently supplies the Golf Course. A water truck will be utilized to provide water at both the Mid and Summit Stations.			
Operations Please refer to IUA/ Commercial Management Plan for details.					

Add Field

3.5 Waste Collection Treatment and Disposal

Identify water requirements for construction and operation phases (e.g. surface water and/or groundwater), including:

Project Phase (Construction/ Operation)	Water Requirement (e.g. Surface water or ground water, etc)	Source/location	Volume	Infrastructure Description	Agreements
Construction		Base area needs would be serviced by the private wastewater system that currently serves the Golf Course. Mid and Summit Stations would be serviced by portable toilets which would be maintained by a private contractor.			
Operations Please refer to IUA/ Commercial Management Plan for details.					

Add Field

4.0 Environmental

Describe any significant impacts and proposed mitigation for the following environmental classes:

4.1 Land Impacts

4.1.1 Vegetation Removal

Is any timber removal required?

(•) Yes ( ) No

Are any areas of vegetation to be cleared, outside of timber removal?

(•) Yes ( ) No

Removal Type	Impacts	Proposed Mitigation
Construction will involve clearing and grubbing of vegetation along the route of either Option A or Option B to allow for the construction/upgrading of service road. Clearing and grubbing are anticipated to be conducted with a combination of hand falling trees and mechanical clearing. Slash disposal will be the combination of offsite haul, chipped onsite and possibly control burn if approved by MOF, FVRD and other area residents and stakeholders. Removal of timber on private lands will be subject to owner's approval and follow established FVRD guidelines. Removal of timber on Crown Lands will require MOF permits and approval.	The Project works will cause impacts to vegetation through clearing and grubbing activities, and areas of proposed clearing areas will be surveyed for plants of management concern and ecological communities at risk to identify any present, and then avoided. Impacts to wildlife caused by construction activities are considered minimal since clearing and grubbing of vegetation is limited to areas outside of the riparian setbacks, where wildlife are anticipated to be concentrated; however, clearing for trails and road stream crossings may be required. Any potential impacts are limited to disturbance of bird nests, small mammals, and amphibians, which can be mitigated for.	A Clearing and Grubbing Plan will be prepared to ensure clearing and grubbing only occurs within required areas and any environmentally sensitive areas, features, and any present species of management concern are protected (e.g., by highly visible 'No Work Zone' flagging), and any requirements from others are adhered to (e.g., Arborist Report requirements). Clearing and grubbing will be limited as much as possible to help prevent loss and disturbance of fish and wildlife and their habitat. One of the main mitigation measures to prevent disturbance to species and their habitat that are difficult to use scare tactics on, salvage, or find, is to limit clearing and grubbing as much as possible, especially within suitable habitat. Clearing and grubbing will also avoid the breeding and denning season for wildlife species within suitable habitat, as mentioned in one of the below recommendations.

Add Field

4.1.2 Soil Disturbance

Will there be any areas of soil disturbance, including clearing, grubbing, excavation and levelling?

(•) Yes ( ) No

Disturbance Type	Impacts	Proposed Mitigations

Disturbance Type	Impacts	Proposed Mitigations
Upgrading/construction of roadways will involve clearing and grubbing of vegetation along the route. Clearing and grubbing are anticipated to be conducted with a combination of hand falling trees and mechanical clearing.	The Project works will cause impacts to vegetation through clearing and grubbing activities, and areas of proposed clearing areas will be surveyed for plants of management concern and ecological communities at risk to identify any present, and then avoided.	A Clearing and Grubbing Plan will be prepared to ensure clearing and grubbing only occurs within required areas and any environmentally sensitive areas, features, and any present species of management concern are protected (e.g., by highly visible 'No Work Zone' flagging), and any requirements from others are adhered to (e.g., Arborist Report requirements). Clearing and grubbing will be limited as much as possible to help prevent loss and disturbance of fish and wildlife and their habitat. One of the main mitigation measures to prevent disturbance to species and their habitat that are difficult to use scare tactics on, salvage, or find, is to limit clearing and grubbing as much as possible, especially within suitable habitat. Clearing and grubbing will also avoid the breeding and denning season for wildlife species within suitable habitat. An Erosion and Sediment Control (ESC) Plan will be prepared by a Qualified Professional to ensure all environmentally sensitive areas and features (e.g., streams and wetlands) are protected from erosion and sedimentation during and following construction to avoid elevated sediment that can disturb fish, amphibians, and invertebrates. A Restoration Plan will also be prepared for restoration and post-restoration monitoring of any areas disturbed during construction.

Add Field

Is the area to be excavated a Brownfield site or has the potential to be contaminated?

○ Yes ◉ No

Is there potential for disturbance of archaeological, paleontological fossils or historical artifacts?

○ Yes ◉ No

4.1.3 Riparian Encroachment

Will any works be completed within or adjacent to the riparian zone of any water body?

○ Yes ◉ No

4.1.4 Pesticides and Herbicides

Will there be any use of pesticides or herbicides during construction, operations and/or maintenance?

○ Yes ◉ No

4.1.5 Visual Impacts

Will there be any adverse effects of the projects, and any potential adverse effects on sight lines to the project area from surrounding areas likely to be used for scenic viewing by residents or other users?

○ Yes ◉ No

4.1.6 Archaeological Sites

Are there any known or high potential (Arch Procedure) archaeological sites within the project area?

○ Yes ◉ No

Have you conducted an AIA or engaged an archaeologist to assist with your investigations?

◉ Yes ○ No

Please include information or reports generated:

Please refer to IUA/Commercial management plan for details.

4.1.7 Construction Methods and Materials

Identify the types of construction materials, the methods used, their impacts, and any mitigations:

Construction Material/Method	Impacts	Mitigations

Construction Material/Method	Impacts	Mitigations
The construction methodology for either Roadway Option 1 or 2 would entail the following steps: • A detailed ground survey will be conducted, and design adjusted to reflect. • Full environmental plan in place before any ground disturbance, or work. Stormwater and runoff management plan also to be In place. • Restrict public access measures to be Installed, fencing, signage. • Nesting and danger tree assessment to be carried out prior to any works. • Environmental consultant/monitor oversite of all works. • Sediment control in place. • Selective tree removal of alignment and Identified danger trees. • Organic topsoil to be removed and salvaged for future use onsite. • Limited rock blasting and Hyd hammering anticipated. • Utility corridor (sanitary sewer, water, power and comm duct) to be within the roadway alignment constructed to "MMCD" specifications. Stormwater/ culverts installed as required, stormwater will be dissipated onsite. • 19mm road base/gravels will be placed on granular subbase to provide all weather running surface. • It Is anticipated that sporadic ongoing maintenance of surface and ditches will be required. Roadways will be gravelled. For more information about roadways, including road specifications, please	Impacts to wildlife caused by construction activities are considered minimal since clearing and grubbing of vegetation is limited to areas outside of the riparian setbacks, where wildlife are anticipated to be concentrated; however, clearing for road stream crossings may be required. Any potential impacts are limited to disturbance of bird nests, small mammals, and amphibians, which can be mitigated for.	A Construction Environmental Management Plan (CEMP) will be prepared prior to construction by a QEP that will include the following: 1. A Clearing and Grubbing Plan to ensure clearing and grubbing only occurs within required areas and any environmentally sensitive areas, features, and any present species of management concern are protected 2. An Erosion and Sediment Control Plan to ensure all environmentally sensitive areas and features (e.g., streams and wetlands) are protected from erosion and sedimentation during and following construction. 3. Restoration Plan will be prepared for restoration and post-restoration monitoring of any areas disturbed during construction. 4. Precautionary Amphibian and Small Mammal Search/Salvage Plan will be conducted by a QEP immediately before works at a particular section of the proposed clearing area. Searches will be conducted several times per day within proposed clearing areas, at a frequency determined by the QEP. Amphibians and small mammals could be present within the clearing areas, and direct physical harm shall be mitigated by encouraging any potentially present small mammals and amphibians to leave the area through scare techniques (e.g., yelling, stomping the ground with feet, hitting shrubs and woody debris with a stick, gently moving and looking underneath large woody debris, and peeling away bark from large woody debris). Any poorly mobile species (e.g., Oregon forestsnail) shall be relocated away from the clearing area. 5. Species-Specific Management Plan Matrix Matrix for all species of management concern listed within the EOA with potential presence ratings of negligible to present, will be developed to ensure adherence to measures to protect the species and their habitat found within SARA recovery plans/strategies, COSEWIC assessment and status reports, and

refer to the Project Overview and Wedler Engineering's Preliminary Servicing Plan.		species-specific BMPs. The Management Plan Matrix will be a user-friendly matrix-style format to ensure information, work restrictions, and mitigation measures based on activity/location are easily found and properly implemented by the Project's managers and construction crew members. The main mitigation measures provided for each discussed species throughout the EOA Section will be provided and elaborated upon within the Management Plan Matrix, along with any additional secondary mitigation measures provided within literature or as determined by the QEP. Many of the mitigation measures are anticipated to be overarching (e.g., limit clearing and grubbing), as they are applicable to many other listed species potentially present within the Study Area.

Add Field

4.2 Atmospheric Impacts

4.2.1 Sound, Odor, Gas or Fuel Emissions

Will the project construction or operation cause any of the following to disturb wildlife or nearby residents:
(Best management practices for sound)

Sound? (•) Yes ( ) No

Explain the current conditions, source, type and range of emission. Provide a description of atmospheric effects from proposed construction, operation, and decommissioning phases. Also include proposed mitigation measures to manage or mitigate adverse effects.

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
Construction activities will add additional noise to current conditions in the Study Area. Once the project is fully operational, it is not expected to add appreciable noise to current conditions.	Current off-road motorized vehicle use creates substantial noise disturbance in the Study Area as well as fuel spills endemic to this activity both in summer and winter.	Additional noise from project activities could disturb some wildlife and cause them to avoid the area temporarily during the activities.	Every effort will be made minimize noise during construction. A net decrease of potential disturbance to wildlife is anticipated by the replacement of off-road motorized vehicle use with lower noise-generating recreation once project is operational. Note: the Gray Family are the only residents in close proximity and they are

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
			stakeholders in the project (land lease agreement).

Add Field

Odor? ◯ Yes ◉ No

Gas? ◯ Yes ◉ No

Fuel Emissions? ◉ Yes ◯ No

Explain the current conditions, source, type and range of emission. Provide a description of atmospheric effects from proposed construction, operation, and decommissioning phases. Also include proposed mitigation measures to manage or mitigate adverse effects.

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
Construction activities will add increased fuel emissions to current conditions in the immediate area. Once the project is operational, fuel emissions will be minimal. Road traffic will be limited given that staff, operations and user access will be primarily via the gondola.	Current off-road motorized vehicle use creates fuel spills endemic to this activity both in summer and winter. Multiple open campfire sites throughout the area (>20) have been witnessed.	Project impacts during construction are anticipated to be minimal.	Every effort will be made to minimize fuel emissions during construction. A net decrease of fuel emissions is anticipated by the restriction of off-road motorized vehicle use once project is operational.

Add Field

4.3 Water or Land Covered by Water Impacts

4.3.1 Drainage Effects

Will the project result in changes to land drainage?

◯ Yes ◉ No

4.3.2 Public Access

Will the project result in changes to public access?

◯ Yes ◉ No

4.3.3 Flood Potential

Will the project result in a potential for flooding?

◯ Yes ◉ No

4.4 Fish and Wildlife Habitat Impacts

4.4.1 Disturbance to Wildlife and Wildlife Habitat

Will the project result in adverse effects to wildlife or wildlife habitat?
(BC Wildlife Act)

○ Yes ◉ No

Will the project (construction or operations phase) occur in and around streams, lakes, estuarine or marine environments?

○ Yes ◉ No

Is the project (construction or operations phase) likely to increase erosion or sedimentation?

○ Yes ◉ No

Will the project (construction or operations phase) require water diversion?

○ Yes ◉ No

Will the project threaten or endanger species at risk in the area?
Species At Risk Act

○ Yes ◉ No

5.0 Socio-Community

5.1 Land Use

Describe the current community setting on or near the project area, including the location of non-aboriginal and aboriginal communities or known use areas.

Please refer to the IUA/Commercial Management Plan for details.

5.1.1 Land Management Plans and Regional Growth Strategies

Are there any land and resource management plans, coastal plans, provincial, regional growth strategies or local government plans with zoning, or management policies or use restrictions in place that could limit or preclude your proposed use of the land? *(Please refer to the Union of BC Municipalities (UBCM), and check the websites of the municipality, regional district or other organization with jurisdiction including your project area.)*

(•) Yes ( ) No

Please list:

Please refer to the IUA/Commercial Management Plan for details.

5.2 Socio-Community Conditions

5.2.1 Adjacent Users or Communities

Is the project likely to restrict public access, or the ability, or the ability of adjacent land owners or tenure holder to access their property or tenures?

(•) Yes ( ) No

Provide a description of potential adverse land use effects to adjacent land owners or tenure holders or nearby communities from proposed construction, operation and any proposed related mitigation measures.

Please refer to the IUA/Commercial Management Plan for details.

5.2.2 Existing Services

Provide a description any increased demand on fire protection and other health facilities and emergency services arising from your Project, including proposed management or mitigation measures.

Please refer to the IUA/Commercial Management Plan for details.

END O F FORM